



NORTH CAROLINA HIGHWAYS & PUBLIC WORKS

Sec. 562, P. L. & R.
U. S. POSTAGE
PAID
Raleigh, N. C.
Permit No. 205

Vol. 3—No. 4

RALEIGH, N. C.

Friday, February 28, 1947

PURCHASING PROBLEMS

BY W. G. REAVES
Assistant Purchasing Agent

Conditions are not changing much in the lumber market. A recent report from "The Southern Lumberman" gives a very good summary in which it declares that the market is steadily adjusting itself, but the process is an extremely slow one and much confusion still exists with price conditions continuing chaotic and a widespread between various quotations. The outlook is some brighter at least.

Paper Market Confused

The paper market is still somewhat confused with shortages of almost every grade of paper. From a recent report, it is indicated that no real relief is in sight until the second half of this year. In connection with the paper situation, this department is still continuing to receive a large volume of "rush orders" of large quantities.

Curtail Printing Orders

It is, therefore, urged that a minimum, instead of a maximum, quantity of printing supplies be requisitioned at this time. Before too long, we hope it will be so that an order for a large quantity will be appreciated rather than frowned upon.

Examine Old Orders

Again we would like to mention the large amount of old orders now pending. It is not an easy matter for us here to tell, in analyzing old orders, just the items outstanding thereon that are still needed and wanted. It is felt, though, that if each office with outstanding orders, especially the Division Mechanics, would analyze each old order a

(Continued on page four)

TRANSFERRED

Raleigh—J. G. Gibbs of Waynesville, a chief of survey party in the Tenth Division for 11 years, has replaced Ivan Hardesty as a Senior Right-of-Way Engineer here, State Right-of-Way Engineer T. B. Wilson announced.

Hardesty, who returned to highway service last year after Army service where he reached the rank of colonel, is now located in Second Division headquarters at Greenville as Senior Right-of-Way Engineer there.

THE EMERGENCY BONUS

Raleigh—The Budget Bureau has issued an accounting memorandum clarifying and explaining the payment of the Emergency Bonus to state employees.

Highlights of the memorandum were:

1. The Bonus applies only to full-time, permanent teachers and employees of departments, institutions and agencies in employment of the State on February 25, 1947, and to full-time permanent employees of Special Operating Funds where funds are provided by the sponsor.

2. Temporary or part-time employees and those who have resigned before February 25 are NOT eligible.

3. The Emergency Salary of \$10.00 per month is not changed in any way by the Emergency Bonus, which will be an addition to the Emergency Salary.

4. An employee's annual salary is determined under the Emergency Bonus Law by adding his Base Salary to the Emergency Salary.

5. The Bonus is based on the pay scale for February. In the event of an increase in December or January, the Bonus is still based on the February salary.

6. Employees receiving above \$3,600 base pay will receive the Emergency Bonus but not the Emergency Salary.

7. Employees who resigned after November 1, 1946 but returned to State service before February 25, 1947 will receive the Bonus from the time of reemployment.

8. Employees who entered State service since November 1, 1946 will be paid the Bonus on a prorata portion of time worked as computed by tables provided by the Budget Bureau.

Unit Cost In Highway Construction Rise Sharply In 1946, Graham Says

Raleigh — Highway construction unit costs in 1946 showed a sharp increase over unit costs in the pre-war year of 1940, according to a new study by the State Highway and Public Works Commission.

Chairman A. H. Graham said that a comparison of unit costs in the pre-war and post-war years showed that the Highway Commission paid over 100 percent more last year for many unit jobs than in 1940.

Highway contracts are made after public letting to low bidder on the basis of unit prices, the highway official explained, and an item, such as grubbing, specified in 1946 would be identical with the same item in 1940.

Clearing Rises 148 Percent

The Highway Commission paid 148 percent more in 1946 to clear an acre of trees and remove the timber than 1940, Graham said. Grading, the removal of unclassified excavation and placing in a nearby fill, cost 136 percent more, and the price of grubbing out and disposing of stumps on one acre of land went up 125 percent.

In the construction of concrete bridges, the cost of concrete in place increased 92 percent and reinforcing steel in place recorded

(Continued on page three)

Retirement Bill Handed Approval

Raleigh—A bill providing additional benefits to state employees from the Teachers' and State Employees' Retirement System has been reported favorably by the House Committee on Pensions.

The measure, introduced by Rep. Whitfield of Pender, if passed would increase both the State's and employees' contribution to five percent of their salary, and would permit employees to retire after 20 years service at the age of 60, even if such service was interrupted before this age was reached.

The bill also provides that employees of the State Highway and Public Works Commission who had prior service before 1921 will receive credit in the Retirement System.

Other Legislation

Concerning other legislation relating to the State Highway and Public Works Commission, House Judiciary II Committee has accepted a sub-committee report on a bill for providing for segregation of youthful offenders in jails and prison camps.

The bill, as amended, provides

(Continued on page four)

Fourth Division Has Best January Record In Safety

Raleigh — The Fourth Division had only four of the 130 accidents reported last month by the 10 divisions and captured the January safety record in the Highway Department's new safety program, Safety Director James P. Dodge announced.

A total of 111 highway employees were injured in accidents reported during January, he said. The Tenth Division, with the largest number of employees, reported a total of 23 accidents resulting in 20 injuries.

The most serious injury was a permanent total disability case which occurred in the Seventh Division on January 20.

Divisions Report

Accidents reported by the divisions during January were: First Division, four accidents, three injuries; Second Division, 10 accidents, eight injuries; Third Division, 17 accidents, 16 injuries; Fourth Division, four accidents, three injuries; Fifth Division, seven accidents, seven injuries; Sixth Division, 12 accidents, 12 injuries; Seventh Division, 10 accidents, nine injuries; Eighth Division, 11 accidents, nine injuries; Ninth Division, 18 accidents, 13 injuries; Tenth Division, 23 accidents, 20 injuries; Eleventh Division (Raleigh Headquarters), four accidents, three injuries.

Dodge reported the cause of injuries as follows:

Handling objects	12
Hand tools	23
Striking against objects	1
Falling objects	12
Falls of persons	14
Operation of Motor Vehicles	18

(Continued on page two)

RECUPERATING

Raleigh—Two well-known prison officials, Charlie Brown and Oscar Atkins, are recuperating from painful injuries suffered in different accidents last week.

Brown, a transfer officer, received several broken ribs and lacerations February 20 when his prison truck overturned in Gates county. No one else was injured. Atkins, a fugitive officer, broke his arm February 19 in Fayetteville when he slipped and fell.

NORTH CAROLINA
HIGHWAYS & PUBLIC WORKS
Vol. 3 February 28, 1947 No. 4

PUBLISHED BY THE
NORTH CAROLINA STATE HIGHWAY
& PUBLIC WORKS COMMISSION
STATE HIGHWAY BUILDING,
RALEIGH, N. C.

E. L. RANKIN, JR., *Editor*

Published semi-monthly by the State Highway and Public Works Commission in the interest of its employees and other citizens who are interested in the activities falling under the jurisdiction of the Commission. Sent free upon written application.

STARTLING

The front page safety story, listing 111 injuries resulting from 130 accidents reported by Highway divisions during January, will startle many employees.

The grim figures, tabulated by the Highway Department's new Safety Division, should startle you. Unknown and unpublicized, the toll of accidents has marched along each month. The parade of broken limbs, smashed fingers, burned hands and internal injuries does not stop.

It is the firm determination of the Safety Division, assisted by this publication, to lower the number of accidents each day, month and year by making each employee safety conscious.

The cold, hard facts concerning accidents and the absolute necessity for safety will be presented in each issue by the publication of the findings and recommendations of the Safety Division.

It should never forgotten that in each of these 111 accident cases — **IT COULD HAVE BEEN YOU.**

SECOND CHANCE

"Commendation is the due of every man who has had to do with the State Prison Department's projected camp in Gates county where a soundly considered second chance will be afforded young prisoners who have, for the first time,

fallen upon evil."

So commented the Elizabeth City ADVANCE in a recent editorial, and we relay the commendation with our hearty endorsement.

"Here is a very real indication that North Carolina is as progressive as we are often, perhaps too often, invited to believe," the newspaper continued, "and correctional history is in the making in this establishment of a camp where first offenders will be dealt with sensibly."

All Commission employees will watch the progress of the Gates experiment with warm, personal interest. We wish Mr. Robinson and the Prison Department the best of luck and planning in the establishment of this "second chance" for youthful offenders.

EDITORIAL COMMENT

OUT OF MUD

The citizens of Bertie County who have bitterly cursed the muddy roads in much of the county can now take new hope that all is not lost.

Highway Commissioner Merrill Evans' report to the Board of Commissioners this week gives promise of hard-surfacing to nearly 30 miles of county roads this year and the hope of a more ambitious program in the months to come. To those who will be affected directly by the 1947 road program the prospect is rosy—no more hub-deep mud and icy sloughs to battle, no more waiting in vain for that first stretch of pavement.

As the Commissioner explained, everyone feels that his own road is the worst in the county and everyone feels that he should come first in the improvement program, but those who are disappointed this time may at least take courage that the beginnings are being made.

Indirectly everyone stands to benefit by an improved highway system, because even those who do not have the sur-

faced highways in front of their doors can benefit by having them a little nearer when they seek to market their farm products.

A widespread improvement program is in many ways similar to a farm crop: there are a lot of disappointments in getting the seeds in the ground, but the reward is generally worth the wait.

—WINDSOR LEDGER—ADVANCE.

FOURTH DIVISION

(Continued from page one)

Operation of Other Vehicles . . .	7
Hot substances or flames . . .	6
Poisonous substances . . .	2
Operation of Machines . . .	5
Miscellaneous causes . . .	10
Total Injuries . . .	111

The nature of injuries was listed as follows:

Eye injuries . . .	17
Cuts and lacerations . . .	28
Burns . . .	6
Bruises and sprains . . .	38
Fractures . . .	14
Infections . . .	5
Hernia . . .	2
Amputations . . .	1

The greatest number of equipment accidents was caused by collisions in passing or meeting other vehicles, the reports revealed. Other causes of the 19 accidents reported were turning 3, stopping 3, backing 1, fires 1 and running off road 1.

AMEN

Getting out a newspaper is fun but it's no picnic.

If we print jokes, people say we are silly;

If we don't, they say we are too serious.

If we clip things from other magazines, we are too lazy to write them our selves;

If we don't, we are too fond of our own stuff.

If we don't print contributions, we don't appreciate true genius;

If we do print them, the page is filled with junk.

Now, like as not some one will say we swiped this from some other magazine—

We did.

"A change of fortune hurts a wise man no more than a change of moon."—Benjamin Franklin.

* * *

When you're right, no one remembers; when you're wrong, no one forgets.

Today's Chuckles

Girl: "I'm knitting something that will make my boy friend happy."

Pal: "A sweater for him?"

Girl: "No. A sweater for me!"

* * *

Sak: "Doctor, I'm a nervous wreck because I can't get any sleep. I snore so loud I wake myself up.

Doc: "In that case, I suggest you sleep in another room."

* * *

"Aren't you ashamed," the judge asked the man, "to have your wife support you by taking in washing?"

"Yes, I am, Your Honor," he replied. "But what can I do? She's too ignorant to do anything better."

* * *

Old Lady: "I want two tickets for this afternoon in the coolest part of the theater."

Box Office: "Okay. Here's two in Z row."

* * *

Mac: "At last there's something my wife will admit she doesn't know."

Sak: "What's that?"

Mac: "Why she married me."

* * *

"Imagine how I felt when that strange blonde ran up to me, threw her arms around my neck and kissed me."

'Sure I can imagine how you felt. You felt to see if your wallet was still there."

* * *

Motorist: "Which way to Skunk Hollow?"

Farmer: "Thata way, stranger."

Motorist: "Thanks. Isn't far, is it?"

Farmer: "No, 'taint far, but when you get there you'll wish it was a dang-sight farther."

* * *

"That man over there cheated me out of fifty thousand dollars."

"Fifty thousand bucks! How did it happen?"

"He wouldn't let me marry his daughter."

* * *

Lulu: "How do you detect an elephant?"

Sak: "You smell a faint odor of peanuts on his breath."

* * *

Little Girl: "This old love letter of Daddy's says he was going to build a cottage for two."

Mother: "Well, what if it?"

Little Girl: "Evidently he wasn't thinking about me or my welfare at the time."

* * *

Teacher: "Where's the dot over the 'i'?"

Small Boy: "Please, teacher, it's still in the pencil."

DIVISION ROUNDUP

First Division

Commissioner Merrill Evans and Division Engineer T. J. McKim have been busy appearing before county and city boards and civic groups to explain specific local highway problems as well as the division's construction plans for 1947.

Evans told the Bertie County Board February 3 that plans for the paving of 29 miles of Bertie dirt roads this year have been completed. The Murfreesboro Board of Commission has accepted a proposal by Evans and McKim to locate US 258 on the Main Street in preparation for the construction of a new bridge over the Chowan River near the town.

The two officials participated in another Chowan River bridge meeting at Edenton February 4. Evans explained that the rebuilding of the nearby bridge was not possible for at least two years because of the lack of materials and funds.

Evans appeared before the Martin County Board of Commissioners to outline the highway program in Martin for 1947. He explained work accomplished in the county last year. District Two Engineer George K. Mack also spoke.

The Edenton-Chowan Chamber of Commerce has sent telegrams to Chairman A. H. Graham and Commissioner Evans expressing appreciation for the highway department's efficiency and promptness in repairing the damaged Williamston bridge over the Roanoke River the last week of January.

Second Division

Thirty-one employees attended the Division Construction meeting in Raleigh February 18. They were: Assistant Division Engineer H. D. Irving; Senior Office Engineer C. W. Davis; Resident Engineers—R. D. Franks, C. D. Bass, C. Y. Griffin, J. B. Jennette, E. P. Koonce, H. H. Wesley, J. W. Madry; Highway Inspectors—George Emerson, W. L. Hinson, H. F. Lucas, F. N. Poole, O. L. Russ, C. G. Smith, H. D. Wood; Rodmen—F. S. Boone, L. E. Dawson, C. L. Haislip, Robert Jenkins, W. L. Melville, R. A. Merritt, J. R. Mitchell, D. S. Rice, K. A. Rouse, K. E. Spencer, G. A. Taylor, R. M. Watson, P. C. Whitley, A. B. Woodard.

Third Division

Employees attending the Third Division construction meeting in Raleigh February 18 were: Division Engineer T. T. Betts, C. E. Brown, R. A. Ashworth, R. S. Covington, Hal Y. Miller, J. O. Brown, R. J. Peel, Jr., W. C. Cooper, H. R. Yount, L. C. Grede, J. D. LeGwin, S. C. Hurt, W. S. Russell, Roy D. Brown, W. M. Ingram, P. A. Cameron, J. G. Hall, Jr., J. A. Saunders,

Sam M. Wilson, H. B. Smith.

Fourth Division

District Engineer T. J. Taylor attended the Traffic Engineering Institute at Chapel Hill January 26-30.

Fifth Division

Secretary Frank A. Pierson of the Durham Chamber of Commerce has announced that "a suitable ceremony" would be held to commemorate the opening of NC 55 between Durham and Apex. The project involved 16 miles of paving at an estimated cost of \$589,394.

Division Engineer T. A. Burton issued a statement February 14 concerning tests conducted on US 70 from Whitsett to Greensboro and US 29 and 70 from Greensboro to High Point to determine comparative stopping distances under wet and dry conditions. The two sections of resurfaced highway have been the center of a local controversy over whether or not recent accidents resulted from the condition of the roads.

Burton pointed out that "in view of the investigation and tests it is felt that the asphalt pavement on Routes 70 and 29 is safe in both wet and dry weather when being traveled at reasonable rates of speed and with the exercise of due precaution on the part of the motorist." A 40-mile-per-hour speed limit has been set on the two sections of highways to assist in the maintenance of "reasonable rates of speed" under all weather conditions.

Sixth Division

White's Bridge over Rocky River on the road between Goldston and Pittsboro and the Green's Mill Bridge over Rocky River are now open for traffic. Both structures were swept away by the heavy floods of September 1945.

Seventh Division

The Rowan County Board of Commissioners has forwarded a resolution of Commissioner Ben Douglas asking for construction of a new overhead bridge on East Innes street in Salisbury. The old structure spans the main lines of the Southern Railroad.

Eighth Division

The Norfolk and Western Railway has announced plans to construct a \$26,000 concrete overhead bridge on Waughtown Street in Winston-Salem this spring to replace the old wooden structure there.

Ninth Division

Division Engineer H. E. Noell received recognition recently in the Gastonia Gazette for the division's fine work in Gaston County during 1946 "If Gaston county's roads go

SNOW, THAT IS

Old Man Winter made his first determined move into North Carolina this week, bringing snow, sleet and ice to most sections of piedmont and western North Carolina.

Highway personnel in Divisions Six to Ten were busy keeping main highways open and making travel as safe as possible over icy roads.

As could be expected, Division Eight, Nine and Ten reported the heaviest snowfall with as much as five inches reported in Avery, Ashe and other counties.

UNIT COSTS

(Continued from page one)

an 81 percent increase. The cost of building concrete headwalls on the ends of drainage pipes was 110 percent higher than in 1940.

Cost of Asphalt Increases

The cost of laying furnished 18-inch concrete drainage pipe in a ditch increased 92 percent, Graham continued. The price of liquid asphalt material rose 101 percent, and sand asphalt pavement in place cost 45 percent more than in 1940.

Work requiring hand labor advanced more in price than work items which are accomplished chiefly with machines. Graham pointed out that the high cost of local common labor was a major factor in these increases.

"The Commission has been very careful to obtain the best possible prices by limiting its lettings, delaying increased cost type of work and by timing its projects to the market trends," he said, "but these abnormally high costs have consumed our available funds to a serious extent, and are severely limiting us in our efforts to carry out the program for this year."

to pieces this winter" the newspaper commented, "it will not be the fault of the State Highway Commission and the division engineer, H. E. Noell, and his corps of assistants. Mr. Noell and his various crews have done a wonderful job in restoring the roads of the county after last winter's disastrous experiences with snow, rain and freezes."

District Two Engineer P. D. Miller spoke recently before the Statesville Rotary club. He explained the organization of the state highway department, its functions and plans for future highway work in North Carolina.

"Son, I'm whipping you because I love you."

"Pop, I'd like to be big enough to return your love."

Project Letting Set For Feb. 25

Raleigh—Fifteen highway projects involving 70 miles of roadwork at an estimated cost of \$2,775,000 were scheduled to be let to contract here February 25, Chairman A. H. Graham has announced.

Low bidders on the project will be given in the next issue of this publication.

The projects were:

Federal-Aid

Camden—Grading, surfacing and structures of 4.55 miles on NC 343 from a point southeast of Old Trap northwest to Bray's corner three miles east of Shiloh and from a point southeast of Shawboro southeast to a point approximately three miles east of Shiloh.

Camden—Grading, reinforcement, sand asphalt base, surfacing and structures of 6.46 miles on NC 343 from a point six miles southeast of Dismal Swamp Canal bridge southeast to US 158.

Jones—Grading, sand asphalt base, surfacing and structures of 12.31 miles from a point approximately three miles northwest of the intersection with US 17 northwest towards Caswell to a point near Sasser's Mill.

Sampson—Grading, reinforcement, concrete paving and structures of 3.08 miles on the relocation of US 701 around Clinton.

Wilson—Grading, concrete paving and structures of 3.33 miles on US 301 between a point approximately 5.34 miles west of Wilson and Wilson.

Bladen—Grading, surfacing and structures of 4.39 miles from NC 211 in Council to NC 87 at Carver's.

Person—Grading of 2.20 miles from a point on US 501 in Roxboro from a point south of the intersection with NC 57 north to the intersection of NC 49 with US 501.

Alamance—Grading, surfacing and structures of 3.43 miles from a point approximately 14 miles south of Graham south to the Chatham County line.

Orange-Person—Grading, surfacing and structures of 5.77 miles from a point approximately 10 miles east of Hillsboro northeast to US 501.

Moore—Grading, reinforcement, sand asphalt base, surfacing and structures of 2.88 miles on three sections of US 1, 15-501 and NC 211 in and around Aberdeen.

Anson—Grading, reinforcement and concrete paving of 8.31 miles on US 74 from a point approximately 2.99 miles east of Wadesboro towards the Pee Dee River bridge.

Ashe—Grading, surfacing and structures of 4.57 miles on NC 16 from a point approximately 8.6 miles southeast of Jefferson towards Jefferson.

Betterment

Orange—Grading and surfacing of 7.0 miles on a county road from the junction with US 70 west of NC 751 to the junction with US 70 east of Hillsboro.

Pitt—Sand asphalt surfacing of 8.60 miles from a point on US 264 west of Greenville northwest through Arthur to NC 121 at a point 1.2 miles north of Farmville.

Lenoir—Sand asphalt surfacing of 3.63 miles on a county road from Hull Road to Kinston Airport Road, and from a point in Kinston north along Mitchell Heritage Street to city limits.

AUTO SALESMAN (seeking information after making a sale): "What was the one dominant thing that made you buy this car?"

PURCHASER "My wife."

Construction Men Meet In Raleigh To Discuss Plans

Raleigh—Preparing for the huge road construction program in 1947, approximately 100 construction department employees attended meetings here in recent weeks to discuss plans for new highway work.

Construction employees from the Fourth, First, Second and Third divisions attended meetings here under the direction of State Construction Engineer W. E. Hawkins to study the planning of more than \$25,000,000 of road construction in North Carolina this year.

Divisions Six and Seven were scheduled to meet February 28, with other division meetings to be announced later, Hawkins said.

State Engineer W. Vance Baise opened the Fourth Division meeting January 28 with a brief talk on the construction program, stressing the need for trained engineers and other construction employees to make the program a success.

The First Division meeting February 7 and the combined Second and Third division meeting February 18 followed the general pattern of the first construction meeting.

Hawkins discussed specifications, clearing, grubbing and other items, and was followed by other department officials who spoke of work in their related fields. Each division engineer was active in the meetings. Administrative Assistant W. H. Rogers and Auditor Sam Smith spoke briefly.

Other speakers and their subjects included: Edward Cothran, plans; James P. Dodge, safety; S. C. Austin, equipment; F. H. Brant, clearing back of construction lines; T. V. Fahnestock, bituminous surface treatment and sand asphalt pavements; L. D. Hicks, base course; C. E. Proudley, "Construction Manual for Roads and Structures" and high early strength cement; T. C. Hartman, estimates; W. W. Price, final estimates.

The 22 employees from the Fourth Division were guests at dinner at the Camp Polk Prison Camp.

APPOINTED

Raleigh—J. S. Burch, engineer of statistics and planning, has been appointed as a member of the Committee on Public Relations of the American Association of State Highway Officials.

The appointment was made by President C. W. Phillips of Tennessee. Spencer Miller, Jr., highway director in New Jersey, is chairman of the Committee.

Gates County Prison Camp Is Opened To Segregate Young First Offenders

Raleigh—The Gates County Prison Camp No. 108, recently renovated and repaired, was reopened February 20 as an experimental camp to house approximately 60 youthful first offenders ranging in age from 15 to 18 years.

Prison Director Clyde O. Robinson said the young prisoners, who are serving sentences ranging from one to 15 years, would be segregated as part of a new prison program planned to assist in the education and training of first offenders under age 21.

Superintendent Robert L. Turner, a veteran prison official and former captain in the Army MPs during World War II, will supervise the work, recreation and training of the youths.

Robinson said that segregation would primarily prevent the young prisoners from associating with older prisoners who have longer criminal records and have served one or more terms in prison. The prison director said he hoped to begin some type of trade training and education courses at the camp in the near future.

Monthly Escape Report

Robinson reported 15 escapes and 11 captures in the entire Prison Department during the first 15 days of February.

Escape ratings for February 1-15:

Three Stars
(No Escapes)

Central Prison, Woman's Prison and all others with the exception of the following.

Two Stars
(One Escape)

Richmond 706, Durham 503, Watauga 808, Cumberland 304, Camp Polk (Cary) Stokes 806.

One Star
(Two Escapes)

Orange 507, Yadkin 810.

Non-Star

(More Than Two Escapes)
Macon 1009.

PURCHASING PROBLEMS

(Continued from page one)
considerable number could be cancelled at this time. Our files indicate that there are orders outstanding now that are two to three years old. This department would greatly appreciate some action from the field forces along this line.

Transportation is Problem

"Transportation Tightens" is the caption of an article in a recent trade journal. Even though transportation will be somewhat of a problem in the coming months, due

TRAFFIC IN JANUARY BREAKS ALL RECORDS

Raleigh—Rural highway traffic in January broke all previous records for the month, James S. Burch, engineer of statistics and planning for the State Highway and Public Works Commission, reports.

The traffic volume was 16 percent above January 1946, he said, with 44,236 vehicles passing the 20 full-time counting stations over the state on an average day last month. A count of 38,028 was recorded for an average day in January 1946, and 32,546 in the pre-war year of 1940.

to freight car shortages, the Commission is not expected to suffer too much except in some cases where shipments are made on complete car-load basis. This might effect our oil and grease inventories unless some foresight is given to this matter now.

Fertilizer Situation Critical

The fertilizer situation is very critical at this time. We have been unable to get commitments on sufficient quantities for the prison camps use as well as for right-of-way improvements, as planned. No improvement is in sight at present.

RETIREMENT BILL

(Continued from page one)

that any person sentenced who is 21 years old or less and who has not previously served terms of more than six months would be segregated with prisoners of the same type. The measure was introduced by Rep. Moseley of Guilford.

The House Roads Committee has reported favorably on a bill which would permit the expenditure of surplus highway fund allocations to municipalities on streets other than those used as highways or connecting links. The streets to be improved would be selected by the governing bodies of the towns subject to approval by the Highway Commission.

Chairman A. H. Graham spoke in favor of the bill at the Committee meeting. He said the Commission "wants to cooperate as fully as possible with the cities and towns" and declared the bill "would give the Commission broader powers to help the cities and towns."

"He who considers too much will perform too little."—Schiller.

Road Contractors Ask Arbitration Policy Changes

Raleigh—The highway contractors of North Carolina want a new method of arbitration of contested contract settlements, Charles Ross, general counsel for the Carolina Road Builders Association, told the Highway Commission here February 12.

Speaking at the monthly Commission meeting, the former highway chairman said the contractors would like an improved "right of appeal" for settlement of disputed highway contracts.

He said his clients did not approve of the present arbitration policy whereby the Chairman appoints a committee from the Commission to hear and settle claims from contractors on disputed contracts.

Postpones Action

After much discussion of possible means of changing the arbitration policy, the Commission agreed to postpone action on the matter until Chairman A. H. Graham and Ross could formulate an arbitration plan agreeable to both the contractors and the highway department.

The Commission approved the authorization of an internal traffic survey, with emphasis on off-the-street parking, in Charlotte when highway personnel becomes available for the project. The City Council of Charlotte had asked for a \$5,000 allocation to conduct the survey with personnel hired by the City.

All projects in the January 30 letting, with the exception of Tyrrell (Project 1906), were approved for awarding by the Commission. The letting involved 75 miles of road work at an estimated cost of \$1,990,000.

Surveys were approved for the widening of US 301 in Rocky Mount, for 11 projects in the Seventh Division and for work in Alleghany, Anson, Mecklenburg, Montgomery, Rowan, Stanly, Union and Alexander counties.

A 35-mile-per-hour speed zone was established on US 15 and 501 south from Chapel Hill to Morgan's Creek.

The next meeting of the Commission was scheduled for March 6.

ENGAGEMENT ANNOUNCED

Raleigh — The engagement of Ethel Lyon, secretary to General Counsel R. Brooks Peters, to Robert J. Wyatt, Jr., of Raleigh has been announced.